

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 "POWAN,"2,338 ".....G. F. Morrison, R.N.R.
 "FATSHAN,"2,260 ".....R. D. Thomas.
 "HANKOW,"3,073 ".....C. V. Lloyd.
 "KINSHAN,"1,995 ".....J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain W. A. Valentine.
 "NANNING,"569 ".....C. Buichart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchik, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

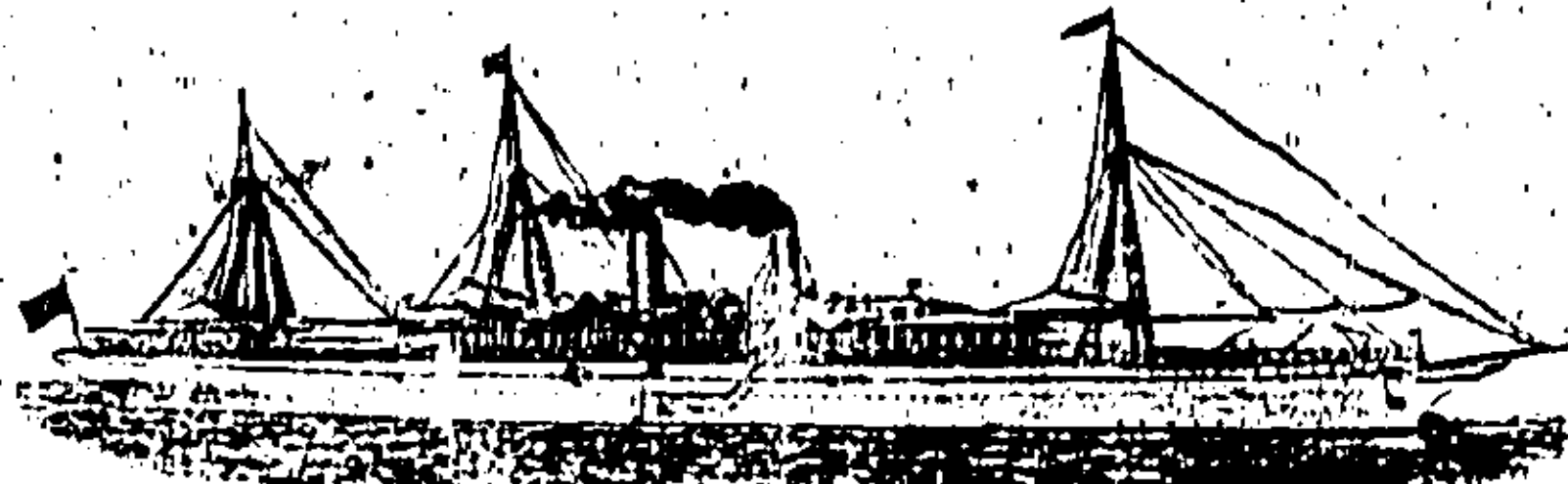
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th January, 1906.

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CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF INDIA"	4,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR"	4,425	WEDNESDAY, Feb. 21	Mar. 17
"EMPEROR OF JAPAN"	4,000	WEDNESDAY, Mar. 7	Mar. 28
"EMPEROR OF CHINA"	4,000	WEDNESDAY, Mar. 28	April 18
"ATHENIAN"	4,440	WEDNESDAY, April 11	May 5

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....\$140. St. Lawrence £60. Via New York £65.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. " £41.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 H. E. BROWN, General Agent,
 Hongkong, 24th January, 1906. Corner Piddar Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTO IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA.....	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th Feb. Freight.
RHENANIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG, COLOMBO & NAPLES, if sufficient inducement offers).	10th Feb. Freight and Passengers.
SPEZIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st Feb. Freight.
SAMBA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th March Freight.
SCANDIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st March Freight and Passengers.
SILESIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th April Freight and Passengers.
SILVIA.....	FOR ODESSA (DIRECT). (Calling at SINGAPORE and COLOMBO).	1st February Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.
 Duly qualified Doctors are carried.
 For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.
 Hongkong, 30th January, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG.
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN.....	WEDNESDAY, 14th February.
ZIETEN.....	WEDNESDAY, 14th February.
PRINZESS ALICE.....	WEDNESDAY, 14th March.
BAYERN.....	WEDNESDAY, 18th March.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 11th April.
SACHSEN.....	WEDNESDAY, 11th April.
PRINZ HEINRICH.....	WEDNESDAY, 11th May.
ROON.....	WEDNESDAY, 11th May.
PREUSSEN.....	WEDNESDAY, 11th June.
ZIETEN.....	WEDNESDAY, 11th June.
OLDENBURG.....	WEDNESDAY, 11th July.
BAYERN.....	WEDNESDAY, 11th July.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 11th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 11th August.

ON WEDNESDAY, the 14th day of February, 1906, at Noon, the Steamship PREUSSEN, Capt. R. Meyer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 12th February, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 13th February, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 13th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61.0.0	£42.0.0	£22.0.0
Return	91.0.0	61.0.0	33.0.0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0	44.0.0	24.0.0
Return	97.0.0	66.0.0	36.0.0
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64.0.0	44.0.0	26.0.0
Return	115.0.0	79.0.0	47.0.0
VIA BREMEN OR SOUTHAMPTON	68.0.0	46.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND.....	3,363	TUESDAY, 6th February, at Noon.
WILHEHAD.....	4,763	TUESDAY, 6th March.
PRINZ WALDEMAR.....	3,227	TUESDAY, 3rd April.

ON TUESDAY, the 6th February, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$50.00	\$30.00
TO NEW GUINEA.....	£18.-	£18.10	£14.00	Return £18.15	£12.7.15
TO BRISBANE.....	£30.-	£20.-	£14.-	Return £31.-	£26.-
TO SYDNEY.....	£33.-	£23.-	£15.-	Return £34.10	£29.10
TO MELBOURNE.....	£34.10	£24.10	£16.-	Return £35.4	£29.4.5
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00	Return \$80.00	\$60.00
TO KOBE.....	\$95.00	\$70.00	\$50.00	Return \$95.00	\$70.00
TO YOKOHAMA & back from KOBE to HONGKONG.....	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....	\$97.0.0
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96.0.0

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE.....	WILHEHAD	TUESDAY, 13th Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	PRINZESS ALICE	WEDNESDAY, 14th Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	BAYERN	WEDNESDAY, 28th Feb.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers P. M. S. Co. O. S. S. Co. T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....	£62.0.0
TO BREMEN.....	63.10.0
TO PARIS VIA CHERBOURG.....	65.0.0
TO NAPLES, GENOA VIA GIBRALTAR.....	65.0.0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the facilities of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO NEW YORK.

Steamers	Leave	Connecting Steamers from	Due at	Due at
to	HONGKONG.	COLOMBO	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
COLOMBO.				

Tons.	Noon, Saturday.	Tons.	Saturday.	Friday.
ARCADIA.....7,000	Feb. 10	BRITANNIA.....7,000	Mar. 10	Mar. 16
DELHI.....8,000	Feb. 24	MOLDAVIA.....10,000	Mar. 14	Mar. 30
DOUGALA.....8,000	Mar. 10	MONGOLIA.....10,000	Apr. 7	Apr. 13
DELTA.....8,000	Mar. 24	MOULTAN.....10,000	Apr. 11	Apr. 27
OCEANA.....7,000	Apr. 7	MARMORA.....10,500	May 5	May 11

ARCADIA.....7,000 April 21 VICTORIA.....7,000 May 10 May 26
 DEVANHA.....8,000 May 5 HIMALAYA.....7,000 June 3 June 9
 DELHI.....8,000 May 19 INDIA.....8,000 June 17 June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steam from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	DUK AT LONDON
		About	About
JAPAN.....	4,500	Feb. 14	Mar. 31
SUMATRA.....	5,000	Feb. 28	Apr. 14
NUBIA.....	6,000	Mar. 14	Apr. 28
JAVA.....	4,500	Mar. 28	May 12
FORMOSA.....	4,500	Apr. 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
 "SUMATRA" and "NUBIA" call at MARSEILLES.
 "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 5th January, 1906.

[1]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 35 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUHSING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

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EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write for Illustrated Booklet on "Defective Sight"—free.
 LONDON CALCUTTA SHIMOGAWA
 21, John Street, Bedford Row, W.C. 59, Bentinck Street 566, Nanjing Road
 Hongkong, 27th November, 1905.

Intimation.

POWELL'S

Alexandra Buildings.

NEW GOODS

for

LADIES' WEAR.

SMART
TWEED COATS.

SILK BLOUSES.

WHITE, CREAM,
SKY, TURQUOISE,
PINK, PALE
GREEN and BLACK.
SMART, DAINY
and
SERVICEABLE.ENGLISH
AND
AMERICAN
SHOES

NUMEROUS SHAPES

HAND KNIT
GOLF JERSEYS.MARABOUT
FEATHER
STOLES.WHITE, NATURAL,
GREY, MAGPIE
and BLACK.LACE COLLARS,
BERTHAS
and JABOTS.MOIRETTE,
MOIREEN and
SILK UNDER-
SKIRTS.TWEED,
VICUNA and
SERGE DRESS
SKIRTS.UNDERWEAR,
CORSETS, NECK-
WEAR, CHIFFONS,
RIBBONS,
UMBRELLAS, etc., etc.KID, SUEDE,
DOGSKIN, DOESKIN,
CHAMOIS
CAPE and REINDEER
GLOVES.FIRST-CLASS
DRESS-MAKING
and
UP-TO-DATE
MILLINERY.WM. POWELL,
LIMITED."Alexandra
Buildings,"
Hongkong, 30th January, 1906.

Intimations.

THE KOWLOON LAND AND BUILD-
ING COMPANY, LIMITED.NOTICE is hereby given that the SEVEN-
TEENTH ORDINARY MEETING
OF SHAREHOLDERS in the Company will
be held at the Company's Office, Victoria
Buildings, on THURSDAY, the 6th February,
1906, at 12 o'clock (Noon), for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1905.The REGISTER OF SHARES of the Company
will be CLOSED from MONDAY, the
30th January, to THURSDAY, the 6th February
(both days inclusive), during which period no
Transfer of Shares can be registered.By Order of the Board of Directors,
A. SHELTON HODDER,
Secretary to the
Hongkong Land Investment & Agency Co., Ltd.,
Agents for the
Kowloon Land & Building Co., Ltd.
Hongkong, 18th January, 1906. [139]HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.THE ORDINARY ANNUAL GENERAL
MEETING OF SHAREHOLDERS of the
above Company will be held at the Registered
Office of the Company, Alexandra Buildings,
Des Voeux Road, Central, on SATUR-
DAY, 10th February, 1906, at Noon, for the
purpose of receiving the Report of the Direc-
tors and a Statement of Accounts for the year
ending 31st December, 1905.The TRANSFER BOOKS of the Company
will be CLOSED from 3rd to 12th February,
1906, both days inclusive.JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 30th January, 1906. [170]THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-NINTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, Hotel
Mansions, on THURSDAY, the 15th February,
at 11 A.M., for the purpose of receiving a Re-
port of the Directors, together with a Statement
of Accounts, declaring a Dividend, confirming
the appointment of Directors and electing
Auditors.The TRANSFER BOOKS of the Company
will be CLOSED from the 2nd to the 15th
February, both days inclusive.By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 24th January, 1906. [155]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-FIFTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Office of the
General Manager, at 12.30 P.M., on THURS-
DAY, the 15th February, to receive a State-
ment of the Company's Accounts to 31st
December, 1905, and the Report of the General
Manager.The TRANSFER BOOKS of the Company
will be CLOSED from the 5th to the 15th
February, both days inclusive.JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 29th January, 1906. [169]CHINA TRADERS' INSURANCE
COMPANY, LIMITED.NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the China Traders' Insurance Company,
Limited, will be held at the Registered Office
of the Company at Queen's Buildings, Victoria,
in the Colony of Hongkong, on FRIDAY, the
16th day of February, 1906, at 12 Noon,
for the purpose of considering and if thought
fit passing the proposed special Resolutions.
Should the said Resolutions be passed by the
required majority, they will be submitted for
confirmation as Special Resolutions to a Second
Extraordinary General Meeting which will be
subsequently convened.

Dated the 25th day of January, 1906.

By Order of the Board,
JAMES WHITTALL,
Secretary.

RESOLUTIONS.

1.—That the Articles of Association of the
Company be altered in the following
manner:—The following Article shall be substituted
for Article 130, namely:—130. The
Board, through its Secretary, shall make
Yearly Statements of the Accounts of the
Company from the 1st day of January
to the 31st day of December in each and
every year, which shall be duly audited
and presented to the Shareholders, at each
of the Ordinary Meetings of the Company,
together with a Report on the general
position of the Company.2.—That the Board, through its Secretary,
shall make a Statement of the Accounts of
the Company from the 1st day of May,
1905, to the 31st day of December, 1905,
which shall be duly audited and presented
to the Shareholders at the next Ordinary
Meeting of the Company to be held during
1906 and that, inasmuch as the Accounts of
the Company have already been audited
and presented to the Shareholders to the
30th April, 1905, no further or other
Statements of the Accounts of the Company
for the year 1905 shall be called for or
presented to the Shareholders in respect of
Article 130 as this day substituted. [163]HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
OF SHAREHOLDERS will be held in
the Office of the Company, Queen's Buildings,
New Praya, on MONDAY, the 6th February,
1906, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors and the
Statement of Accounts for the 31st December,
1905.The TRANSFER BOOKS of the Company
will be CLOSED from the 12th to the 26th
February, both days inclusive.By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 31st January, 1906. [174]

Intimation.

OF THE MULTITUDES

who have used it, or are now using it, we have
never heard of any one who has been dis-
appointed in it. No claims are made for it
except those which are amply justified by ex-
perience. In commending it to the afflicted
we simply point to its record. It has done great
things, and it is certain to continue the excel-
lent work. There is—we may honestly affirm
—no medicine which can be used with greater
and more reasonable faith and confidence. It
nourishes and keeps up the strength during
those periods when the appetite fails and food
cannot be digested. To guard against imita-
tions and substitutions, our "Trade Mark" is
put on every bottle of "Wampole's Preparation,"
and without it none is genuine. It is
palatable as honey and contains the nutritive
and curative properties of Pure Cod Liver Oil,
extracted by us from fresh cod livers, com-
bined with the Compound Syrup of Hypophos-
phites and the Extracts of Malt and Wild
Cherry. Taken before meals, it creates an
appetite, aids digestion, renews vital power,
drives out disease germs, makes the blood rich
red and full of constructive elements, and gives
back to the pleasures and labours of the world
many who had abandoned hope. Dr. S. H.
McGoy, of Canada, says: "I testify with
pleasure to its unlimited usefulness as a tissue
builder." Its curative powers can always be
relied upon. It makes a new era in medicine,
is beneficial from the first dose and represents
effective medical treatment of the twentieth
century. "You can trust it as the Ivy does the
Oak." One bottle convinces. Watch carefully
against imitations. At all chemists here and
throughout the world.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
ON
WEDNESDAY AND THURSDAY,
the 7th and 8th February, 1906, commencing
each day at 2.30 P.M. sharp, at "St. Andrews,"
Barker Road, The Peak.THE WHOLE OF THE
VALUABLE HOUSEHOLD FURNITURE,
THEREIN CONTAINED,
Comprising—MAPLES and MARINBURK'S MANU-
FACTURES, BECHSTEIN PIANO, BEDS,
CURTAINS, CUTLERY, ELECTRO-
PLATE, Small quantity of HOUSE and
TABLE LINEN, CARPETS, 2 MOSQUITO
HOUSE FRAMES, GAS FITTINGS,
CHAIRS, JINCKESHA'S CAMERA COM-
PLETE, ONE TELESCOPE ON STAND,
GARDEN HOSE and ROLLER, GARDEN
SEAT, CROQUET and BOWLS (new),
FOWLS, and large Assortment of PALMS,
FERNS, ORCHIDS, and other PLANTS.The downstairs Furniture and part of the
Plants will be sold on Wednesday and the
Bedroom Furniture and remainder of the
Plants on Thursday.On view—Monday and Tuesday, the 5th and
6th February.

Catalogues will be issued.

TERMS—As usual.

For further particulars, apply to—

HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th January, 1906. [160]

To Let.

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.
Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147]

TO LET AT THE PEAK.

POSSESSION, 1ST MAY, 1906.

"DUNFORD," a Five-roomed Bungalow.
Tennis Court.

Apply to—

C. W. RICHARDS.
Hongkong, 17th January, 1906. [133]

TO LET.

NO. 15, KNUSTFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [73]

TO LET.

A BUILDING at CAUSEWAY BAY, formerly
in occupation of the Steam Laundry
Co., Ltd.

No. 17, WONG-NEI-CHONG ROAD.

No. 4, CLIFTON GARDENS, Conduit
Road.

No. 4, CLIFTON GARDENS.

No. 1, RIFON TERRACE.

FLATS in MORISON TERRACE, facing
Fole Ground.OFFICES in course of erection, COM-
MUNAL ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 12th January, 1906. [72]

THE SHELL TRANSPORT CO.

WITH THE STANDARD OIL CO.

The Standard Oil Company, Limited, of New York, and the Shell Transport and Trading Company, Limited, of London, have entered into an agreement for the joint management of the American and British oil interests in the Far East. The Standard Oil Company, Limited, of New York, has been the leading oil company in the world for many years, and the Shell Transport and Trading Company, Limited, of London, has been the leading oil company in the Far East. The joint management of these two companies will result in a more efficient and economical supply of oil to the markets of the Far East. The Standard Oil Company, Limited, of New York, has a capital of \$100,000,000, and the Shell Transport and Trading Company, Limited, of London, has a capital of £10,000,000. The joint management of these two companies will result in a more efficient and economical supply of oil to the markets of the Far East. The Standard Oil Company, Limited, of New York, has a capital of \$100,000,000, and the Shell Transport and Trading Company, Limited, of London, has a capital of £10,000,000. The joint management of these two companies will result in a more efficient and economical supply of oil to the markets of the Far East.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	100
Do. demand	100
Do. 3 months	100
Do. 6 months	100
Do. 12 months	100
France—Bank T.T.	100
Do. demand	100
Do. 3 months	100
Do. 6 months	100
Do. 12 months	100
Germany—Bank T.T.	100
Do. demand	100
Do. 3 months	100
Do. 6 months	100
Do. 12 months	100
India—Bank T.T.	100
Do. demand	100
Do. 3 months	100
Do. 6 months	100
Do. 12 months	100
Singapore—Bank T.T.	100
Do. demand	100
Do. 3 months	100
Do. 6 months	100
Do. 12 months	100
Japan—Bank T.T.	100
Do. demand	100
Do. 3 months	100
Do. 6 months	100
Do. 12 months	100

Hotels.

ORIENTAL HOTEL,

MACAO.

A FIRST CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.

LARGE AND LOFTY ROOMS.

Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND
TOURISTS.

For Terms, &c., apply to—

THE MANAGER,
Macao, 16th October, 1905. [129]KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS
(if required).ELECTRIC PASSENGER ELEVATOR to each
floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.
Hongkong, 4th December, 1905. [30]OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [68]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China.
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.Special attention given to effectively display
advertisements.The type used as a standard for printing
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

(Notices of Births, Deaths, and Marriages)

Each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special rates for advertising contracts
can be ascertained from the Manager.Advertisements for the Daily should reach
the Hongkong Telegraph Office, not later than
noon of the day they are intended to appear.Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

[Job Printing of all descriptions undertaken]

PROGRAMMES

PAMPHLETS

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application toTHE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road,
Hongkong.

Intimations.

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"

JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H.M. THE KING

and

HER THE PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores. [52]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [63]

THE WINE GROWERS

SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

WHISKIES.

SCOTCH.

Black's Fine Old

Scotch \$8.00 Per Dozen Case.

Neil McLean, Old

Scotch 10.00 " "

Ronald Rennie,

Green Seal 12.00 " "

Glen Alva * * * 13.00 " "

Neil McLean, Finest

Liqueur 13.00 " "

Ronald Rennie, Per-

fection 14.00 " "

Melrose 16.00 " "

Ronald Rennie,

Finest Liqueur ... 16.00 " "

Melrose * * * (12

Years Old) 20.00 " "

IRISH.

Mitchell's Old, Green

Label \$9.00 Per Doz. Case.

Mitchell's Liqueur,

White Label 15.00 " "

BARRETTO & Co.,

Agents,

Nos. 21 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 24th Jan., 1905. [50]

Intimations.



A. S. WATSON & CO.

LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE
GOVERNOR.

THE

HONGKONG DISPENSARY

IMPORTANT NOTICE:

IN ADDITION TO THE
5 PER CENT. DISCOUNT
ALREADY ADVERTISED,FURTHER
REDUCTIONSHave been made from this date IN THE
PRICES of many of the following:—PATENT MEDICINES,
INFANTS' FOODS,
SOAPS,
PERFUMES.WE MAINTAIN THE LARGEST
AND MOST COMPLETE STOCKS
of these GOODS in the Colony, and our
Stocks being frequently turned over, ensures
all Goods being FRESH and in the BEST
CONDITION.

A. S. WATSON & CO.,

LIMITED.

CHEMISTS, DRUGGISTS, PERFUMERS,

ETC., ETC., ETC.

ALEXANDRA BUILDINGS,

Hongkong, 20th January, 1906.

GREGOR & CO.,

10, QUEEN'S ROAD CENTRAL.

BURGUNDIES

FROM

BOUCHARD PERE &

FILS,

Beaune, Burgundy.

AWARDS:

76 GOLD MEDALS

AND

DIPLOMAS

AT VARIOUS EXHIBITIONS.

Hongkong, 18th July, 1905.

NOTICE
All communications intended for publication in
"The HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, The House Room,
and should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The daily issue is delivered free when the address is
accessible to messenger. On copy sent by post, an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 1, 1906.

PRINCE ARTHUR'S RECEPTION.

For the past fortnight, in pursuance of the
consistent and defined policy of the *Hong-
kong Telegraph*, our comments, in connection
with the scheme of arrangements for the
reception of Prince Arthur of Connaught
in Hongkong, have been uniformly directed
against the hole-and-corner system which
had been adopted in formulating the plans
for a suitable welcome to the Royal Visitor
to our shores. In contrast with the pro-
cedure that was followed on each occasion
when a member of the Royal Family was
commanded by the Sovereign to pay a
visit to this distant outpost of the Empire,
on the present occasion, from their inception,
the arrangements are seen to be so shrouded
in mystery so that it would not be amiss
were the uninformed to imagine that some infamous
plot was being hatched in secret conclave
rather than that the welcome of a Prince of
the Royal Blood was being considered
by a community second to none in their loyalty
to the Throne. Turning to the ancient
archives of the Colony and referring back
to the first visit of a royal personage to the
Colony in 1869, when again to the most recent
in 1890, when the father of Prince
Arthur, accompanied by the Duchess of
Connaught, was accorded a right-royal recep-
tion to Hongkong, it is discerned that the
members of the civil community were given
that prominence in all the proceedings that
befits the important part they play in the
life-history of the Island. It has been stated
that the contrast of the procedure then and
now is most marked. It is a comparison that
does not show to the advantage of the policy
which dictates the present Star Chamber
method calling for denunciation on all hands.

Until a few very days ago, the constitution
of the Committee of Reception was as much
developed in secrecy as the plans of the
most precious stronghold. That the field of
selection of the members has been most
narrowly restricted, for no good rhyme or
reason, is most apparent, and that the un-
representative character of the Committee,
has arisen, as a resulting consequence, is
matter of public comment and general dis-
satisfaction. Most worthy men have been
passed over and left in the cold; men, more-
over, who had adorned the boards of various
committees on former occasions, and men
whose rank, standing, influence and educa-
tion make them inferior to none of the
few whom the gods have favoured. The
preserve is a close one; the official element
predominates on the Committee, and it is to
be presumed that the officials will "run the
show" during the latter part of next week.

And what about the unofficial members of
the community—the merchants, the bankers
and other estimable citizens of Hongkong,
not of the charmed official circles? Will
they be content to remain so many puppets
to be made to bow and dance at the sweet
will of the wire-pullers of officialdom upon
whom baronetcies, knightships, and I.S.O.'s
glorie will be conferred at the termination
of the Prince's Far Eastern tour? The
inhabitants of Hongkong—by which term
is excluded the official element—were given
a very prominent part and took a leading
share of credit in the success which attend-
ed the visit of the Duke and Duchess of
Connaught in April 1890. On that occa-
sion the veteran Mr. Phineas Ryrie, of
honoured memory, was the chairman of the
Committee appointed to make arrangements
for their Royal Highnesses' reception, and
upon him devolved the high honour and the
pleasing duty of presenting the Address of
welcome on behalf of the inhabitants of this
Colony. That was as things should be.

The late Mr. Ryrie took the first and fore-
most position in all public matters and as
the exponent of those "whose indomitable
energy and perseverance" had made the
Colony what it is, the selection of the
people's spokesman could fall on no other
who could more adequately voice the senti-
ments and the feelings of the inhabitants
than the late Mr. Ryrie did on that occa-
sion. In that welcome, in those congratula-
tions and good wishes all classes in the
Colony concurred. In the words of the
address, with the Europeans were also
associated "the Chinese, by far the
most numerous and by no means the least

important section of the community."
Considerable speculation has been
in for days as to who the
for the conspicuous
the address
Without claiming
"Old Moore," we can venture
that, constituted in the Committee
selection, if not already made, by reason
of the clique who bask under the
official grace. The gentleman who
ed, no doubt, enjoys the highest respect and
esteem of his fellow-residents by reason
of his personal charm and the high
office he occupies; but we cannot
refrain the suggestion, nevertheless, that
the representatives of the inhabitants—the
vulgar herd, so to say—should be more
prominently associated in the functions of
next week. It is about time that the
names of the gentlemen who will make
the several presentations were definitely
known beyond mere guesses. If the com-
munity's address is to be one from "all
classes and all ranks" the Press has the
right to clamour in the nature of a demand
for a little more publicity than has hitherto
been vouchsafed to its constituents. A
good deal of comments are exchanging
in intelligent circles in the Colony, and
there are those who are curious enough to
wonder by whom the inhabitants will be re-
presented on the occasion of the Royal
visit, and to what extent the choice of their
exponent is justified by the merits of his
individual qualifications, judged, of course,
by the length of his association and the in-
fluence he exercises in Hongkong. It should
be remembered that the pillars of the
Colony's solid superstructure rest upon the
foundation of its commercial prosperity;
that its commerce was built up to its present
proportions not by men who are responsible
for its administration but by men who have
spent years of energy, toil, enterprise and
resourcefulness to make Hongkong what it
is to-day—the leading maritime port of the
world in point of tonnage and a manufactur-
ing centre capable of extensive development
and bidding fair to be of rapid growth.

LOCAL AND GENERAL.

There will be no band performance on the
New Parade Ground on Monday next.

LEAVE of absence to England on private af-
fairs has been granted to Second Lieutenant
H. J. Dresser, and Royal West Kent Regiment,
from 7th inst. until further notice.

It is confirmed at Liverpool that German
agents have purchased the two Bibby liners,
Lancashire and *Yorkshire*, to bring back
Russian troops from Manchuria. Both vessels
have been renamed and are now fitting up at
Birkenhead docks. They will leave shortly
for Hamburg or Antwerp, and there take in
stores for the voyage to the Far East.

At the extraordinary meeting of the Anglo-
French Quinquennial and Mining Conference
(Kwei-Chau Province) of China (Limited), held
on Dec. 29 last, the resolutions resolutions
were adopted. The members present in person
and by proxy who were in favour of the scheme
represented some 16,000 shares; those against
it represented about 2,000 shares.

The following will represent the H.K. Hockey
Club against the Royal Artillery, on the Club
ground to-morrow afternoon at 4.45 p.m. Play-
ing in white: Sub-Lt. F. Ford, R.N. (goal);
J. P. MacGillivray & F. W. Lyons (backs);
P. K. Kayvett, H. J. O. Barnett, and W. S.
Dupres (halves); H. G. C. Bailey (capt), R. F.
C. Master, P. J. Wodehouse, L. G. Bird &
W. W. G. Ross (forwards).

The *Board of Trade Journal* contains a full
list of Agents in the Colonies, that is, officers
who have been designated in the Colonies to
undertake the duties of receiving and answer-
ing commercial enquiries which may be ad-
dressed to them, either by the Commercial
Intelligence Branch of the Board of Trade, or
by the British merchants and traders who may
seek advice. The commercial agent in Hong-
kong is the Harbour Master.

The so-called improvements to Dalhousie
Square, Calcutta, have now been carried to
practical completion, but it is not possible yet
to tell what the effect as a whole will be. A
transformation has unquestionably been made
in which the new stone balustrade and marble
fountains and the broad walk from the prom-
inent features. Where actual gardening and
tree planting have been only recently done it
would be absurd, says the *Indian Engineering*,
to expect noticeable results so soon.

At the Supreme Court this morning, in Sum-
mary Jurisdiction, before His Honour Mr. A.
G. Wise, Justice Judge, U. Alarack sued Pak
Sui for the recovery of \$1,000 being money
due on a promissory note. Mr. E. B. Ho, of
the office of Messrs. Brutton, Hail and Gold-
ring, appeared for the plaintiff and Mr. A.
Halbrook for the defendant. It transpired that
the plaintiff has absconded and Mr. Hal-
brook asked that the case be struck off the list.
Judgment was entered for the defendant with
costs.

REFERENCE has been made in our columns
recently to the *Zeus* chronicle, to the opinion
expressed by the Rev. Dr. Boyan that unless
the British steamship companies were up to the
German would soon beat them off the seas.
A discussion is in progress in the Melbourne
papers, and many correspondents agree with
Dr. Boyan. It is not a question of superiority
in seamanship, but of greater comfort and
sociality. Even British military and naval
officers prefer voyaging by French and Ger-
man steamers. One of them put the case
shortly thus: "The British lines treat their
passengers as part of the cargo. To be dumped
the French and German treat them as guests."

THE WEST POINT BUILDING
COMPANY, LIMITED.

ANNUAL MEETING.

The seventeenth annual meeting of the
West Point Building Company, Limited, was
held in the offices of the company to-day, Sir
Paul Chater presiding. There were present
the Hon. Mr. C. W. Dickson, Messrs. A. G.
Wood, T. E. Ellis, J. R. Michael, J. Orange,
C. W. May, H. Percy-Smith, J. M. Graça and
P. Maitland.

The Chairman, in moving the adoption of
the report and accounts, said:—Gentlemen,—I
purpose with your permission to take the report
and accounts as read. The net profits for the
past year amount to \$45,709.67 as against
\$40,434.57 for the previous year. This in-
crease is brought about by the property having
been leased from 1st April at an increased
rental of \$1,000 per month. On the other
hand you will observe that the cost of repairs
has increased from \$3,107.50 to \$5,212.34.
This expenditure has been necessitated by the
requirements of the Sanitary Board and the
general going up of the property on the change
of tenancy. We are thus enabled to pay a
dividend for the year under review of \$3.65
as against \$3.20 for the previous year, and in
the absence of any abnormal expenditure
which we have no reason to anticipate the
returns for the current year with the increased
rental under the new lease should enable us
to pay a still better dividend in the future.
Before moving the adoption of the report and
accounts as presented, I shall be pleased to
answer any questions shareholders may wish
to put.

Mr. Maitland seconded the adoption of the
report and accounts.
Carried unanimously.

Mr. Percy Smith moved that the Hon. Mr.
C. W. Dickson be appointed a director in
room of Mr. W. J. Gresson.

Mr. Michael seconded, and the motion was
adopted.

Mr. Graça moved, and Mr. Ellis seconded,
that Sir Paul Chater and Mr. A. G. Wood be
re-elected directors.

Agreed.
On the motion of Mr. Percy Smith, seconded
by Mr. Orange, Mr. C. W. May was re-elected
auditor.

The Chairman—Dividend warrants will be
ready to-morrow. Thank you for your attend-
ance.

THE FLOWER SHOW.

A PICTURESQUE DISPLAY.

The opening of the Hongkong Flower Show
commenced this morning at the Public Gar-
dens, and the daintily arranged flowers were
very pleasing to the eye. Several ladies were
seen hard at work studying their skill at table
decoration. The tables were prettily arranged
and no doubt by artistic hands. Fruits and
vegetables were also prominently exhibited,
and the exhibits from the Hongkong Hotel Farm
at Yau-mat and Mr. Li Pak's at Castle
Peak were really amazing, and it made one
stop to think what can be done out here
when good soil and land can be procured.
The tomatoes and other vegetables exhibited
by these farms were of enormous sizes, which
are hardly ever seen in our local market. The
flowers from the Peak Gardens which were
arranged on a long table west of the fountain
were very pretty. Further down, on the eastern
side, were others from Chinese gardens. The
pots of orange trees and the unique Chinese
"joss" standing in pots, some about 8 ft. high,
covered with leaves and presenting a threaten-
ing attitude, were second to none.

The following is the prize list:—

PLANTS FROM PEAK GARDENS ONLY.

Class 1.—Six Annuals. Mr. E. H. Sharp 1;
Mrs. Salinger 2.
Class 2.—Three Flowering Plants. Mrs. L.
A. M. Johnston 1; Mrs. Turner 2.
Class 3.—Two Dahlias. No entries.
Class 4.—Pot of Violets. The Peak Club 1;
Mrs. L. A. M. Johnston 2.

PLANTS FROM ANY PRIVATE GARDEN.
Class 5.—Pot of Mignonette. Mrs. Salinger 1;
Class 6.—Three pots of Nasturtium. Mrs. C.
W. Dickson 1; Mrs. Salinger 2.

PLANTS IN POTS (OPEN TO ALL).
Class 7.—Six Annuals. Mr. Ho Tung 1;
Mr. Chan Lup Chee 2.
Class 8.—Three flowering plants. Mr. Chan
Lup Chee 1; Mrs. Brewin 2.

Class 9.—Three Roses. Mrs. Brewin 1; Sir
Paul Chater 2.
Class 10.—Two Dahlias. Mr. H. N. Mody 1;
Dr. G. P. Jordan 2.

Class 11.—Pot of Pansies. Mr. B. N. Mody 1;
Mrs. C. W. Dickson 2.
Class 12.—Pot of Violets. Sir Paul Chater 1;
Mrs. Ho Tung 2.

Class 13.—Pot of Mignonette. Mrs. Ho Tung
1; Mr. Chan Lup Chee 2.
Class 14.—Six Annuals. Mr. Kwong Chi Un
1; Sir Paul Chater 2.

Class 15.—Three Flowering Plants. Mr. Wing
Tao Un 1; Miss Loureiro 2.
Class 16.—Three flowering plants. Miss
Loureiro 1; Mr. Fat Ki Un 2.

Class 17.—Three geraniums. Dr. Jordan 1;
Mr. Ho Tung 2.
Class 18.—Three Camellias. Mr. Ho Tung 1;
Class 19.—Two Dahlias. Mr. Fat Ki Un 1;
Mr. Ho Tung 2.

Class 20.—Two Asters. Sir Paul Chater 1;
Class 21.—One Pink Carnation or Sweet
William. Mr. Kwong Chi Un 1; Mr. H. N.
Mody 2.

PLANTS IN POTS (OPEN TO ALL).
Class 22.—Mr. Ho Tung 1; Dr. Jordan 2.
Class 23.—Pots of Pansies. No exhibits.
Class 24.—Aster. Sir Paul Chater 1.

Class 25.—One stump or rock-work. Mrs.
Ho Tung 1; Mr. Ho Tung 2.
Class 26.—Figure Plant. Mr. Kwong Chi
Un 2; Mr. Sau Fong Un 1.

Class 27.—Six ferns. Dr. Jordan 1; Mrs.
Ho Tung 2.
Class 28.—Pots of Violets. Mrs. Ho Tung
1; Mrs. Ho Tung 2.
Class 29.—Pots of Mignonette. Mrs. Ho
Tung 1; Mr. Ho Tung 2.

We regret we are unable to present our
readers with a complete prize list. There was
only one copy, and that one of the officials
would not part with it.
A little after four o'clock H.E. the Governor,
accompanied by his two A.D.C.'s, arrived and
the band struck up the National Anthem.
The prizes were then distributed to the suc-
cessful competitors.

BARON SUYEMATSU.

HIS EXPERIENCE ON THE GERMAN MAIL.

Considerable interest was manifested in
Hongkong in the voyage of Baron Suyematsu
from England to Japan. The telegram which
appeared in the press relating to the Baron's
experience on board ship were sufficient to
invest his appearance in Hongkong with un-
usual interest.

It may be remarked that Baron Suyematsu
telegraphed to Port Said that he had not been
treated on board the German mail steamer
Zieten as one holding his rank and travelling
as an official emissary of the Emperor of Japan
had a right to expect.

At Colombo, the Captain of the *Zieten*, in
response to a cable from Berlin, stated that
everything had been done to provide for the
requirements of the exalted personages on
board his ship. It may also be mentioned
here that His Excellency Chang Ta Jen was
also travelling from London to China.

This forenoon Baron Suyematsu was met by
a *Hongkong Telegraph* representative just as
he was leaving the *Zieten*.

No sooner had the formal introduction termi-
nated than the Baron jocularly remarked that
he supposed the visit of the *Telegraph* had
something to do with the telegrams which had
become public property relating to his treat-
ment on board the *Zieten*. At the same time
he stated that no doubt the newspaperman had
seen a statement which appeared in the *Straits
Times* on the subject: "It is a lie from be-
ginning to end," he said.

The Baron went on to remark that leaving
out of the question his position as the repre-
sentative of the Emperor of Japan, the Japa-
nese gentlemen and himself were badly treated
on board the *Zieten*.

At first he and his staff were seated at the
chief officer's table and were placed at the foot
of that—during meals. At Port Said the Baron
wrote to the press regarding the treatment.
At Colombo the German Consul who had seen
the representative of the Norddeutscher Lloyd
visited him on the ship and stated that no dis-
courtesy was intended.

Naturally he accepted the explanation and
there the matter would have ended had it not
been for the statement in the *Straits Times*
which purported to be an interview with the
captain of the *Zieten* in regard to the matter.

It was quite true that the Captain of the
Zieten had approached him, but as a matter
of fact he considered the manner in which
the Captain had spoken to him, relating to
the affair, was in no way calculated to remedy
the matter.

Baron Suyematsu declared that it was adding
insult to injury, and, of course, as he felt it
very keenly, his expressions may without
material difference be toned down.

The Captain approached him, Baron Suye-
matsu stated, at dusk as he was coming out
of the smoking-room, and the conversation was
limited to half-a-dozen words.

At this moment he was called away by one
of his secretaries and, saying that he had a
busy day before him, proceeded to the Ferry.

Our representative subsequently went on
board the *s.s. Zieten*, but unfortunately could
not see the Captain, who he was told had
gone ashore.

Penang, Jan. 25.—Captain von Binszer, of the
N. D. L. *s.s. Zieten*, thus explains the circum-
stances attending the alleged lack of respect
shown to Baron Suyematsu on the present out-
ward trip of the vessel he commands.

He says that H.E. Chang Ta-jen, the return-
ing Chinese Minister, boarded the *Zieten* at
Southampton. He (the Captain) had received
no instructions from his Company or elsewhere
that he was to expect any passenger of such
exalted rank; but when the Minister saw him
he gave him his flag, which he had hoisted at
the fore, as is the customary courtesy with
all passenger ships and warships when carrying a
distinguished personage of alien nationality.

The Captain's table was already full, but the
Minister was offered the separate private table,
usually reserved for distinguished persons, and
he accepted it. Subsequently, at Genoa, Baron
Suyematsu came on board the *Zieten*. Cap-
tain von Binszer had received no instructions as
to his arrival, and did not expect any more
distinguished diplomats. The Baron was re-
ceived at first as an ordinary passenger of high
rank, and was given a seat at the Chief Offi-
cer's table. The upper seats were already oc-
cupied, and the Baron was placed below the
ladies who occupied the seats of honour. When,
subsequently, the Captain learned indirectly
that Baron Suyematsu was a statesman of high
rank and a diplomatic representative of his
nation in Europe, he promptly sent the Chief
Steward to him to enquire if he desired to be
placed at a separate private table similar to
that occupied by the Chinese Minister. This
offer the Baron refused; but next morning he
took such a table and ordered the stewards to
lay it for him and his party. This was done.

He never complained of anything to the Cap-
tain, whom he only saluted when addressed,
but merely wrote to the press. His complaint
was solely aimed at the places assigned to himself
and suite at table, the entire party of Japanese
claiming the right to seats at the Captain's
table.

Your Correspondent interviewed many pas-
sengers on board the *s.s. Zieten*, including the
Chinese Minister, and all expressed their satis-
faction with the treatment accorded to them
during the voyage.—*Straits Times*.

HONGKONG ICE CO., LD.

The general managers have pleasure in sub-
mitting a statement of the company's accounts
for the year 1905.

Including \$5,556.77 brought forward from the
previous year, and after deducting \$10,000 paid
as an interim dividend of \$4 per share, the
balance at credit of profit and loss account is
\$128,776.31 which is recommended to be
appropriated as follows:—

A final dividend of \$12 per share, \$75,000.00
Provision for contingencies, 50,000.00
To write off property &c., 30,000.00
To carry forward, 3,776.31

\$128,776.31

TELEGRAMS.

[Review.]

The Death of the King of Denmark.

LONDON, 30th January.
It was not till 3.30 p.m. that King Chris-
tian was sufficiently indisposed to retire to
his bed. Only the Dowager Empress of
Russia and Prince Hans were present at the
end; other members of the family arrived
too late.

The official announcement of the death
says that the symptoms pointed to heart
failure.

The accession of King Frederick the
Eighth will be proclaimed to-day.

The Emperor of Germany goes to Den-
mark. Queen Alexandra will also go, but
the presence of the King of England depends
on the date of the funeral.

The Opening of Parliament.

The King will open Parliament with a
modified ceremonial.

TURF TOPICS.

1st February.
There was a "high tide" course this morn-
ing, the flat ground in places being flooded by
the rain overnight. Gallops were confined to
the inner track which was somewhat fast. The
times were:—

Forward started on a spin of twice round,
half mile taken 30, 1.15.
Donnybrook (Gresson up) 11m. 37 3/5, 1.12
3/5, 1.47 1/5, 2.23 3/5, 2.58 3/5, 3.33 1/5.
Skirlaid Halcayon 11m. 35, 1.08, 1.42.
Aconite and Lyddite 11m. 41, 1.15, 1.49,
2.24 2/5.
Spring Chicken, 11m. taken, 31.
Ingot, 11m. 36, 1.12.
Blue Nile, 11m. 38 4/5, 1.14 3/5, 1.50, 2.23 1/5.
Jovial Monk, 11m. 33 2/5, 1.08.
Rabbit and Promised Land, 11m. 36 4/5, 1.11,
1.46 2/5, 2.21 1/5. Rabbit ten lengths ahead.
Gaberlunche and Peablies, 11m. 31 3/5, 1.06 2/5.
Speculation, 11m. 35, 1.10 3/5, 1.46 2/5,
2.20 1/5, 2.56 1/5.
Mongolian Chief (blanket), 11m. 34 2/5,
Diadem and Brockville, 11m. 34, 1.10 4/5,
1.47 3/5 (Diadem); 1.51 (Brockville).
Korean Chief (alderon up), 11m. 35 1/5,
1.10 2/5, 1.42 1/5.
Gipsy King, 11m. 38, 1.11 2/5, 1.48 3/5.
Earl King, 11m. 40 2/5, 1.18, 1.48 3/5.
Maori King, 11m. 38, 1.15, 1.48, 2/5.
Shimoesie (Moller up) and Cordite, 11m.
34 3/5, 1.11, 1.46, 2.20 2/5.
Kamloops, 11m. steady, 1.33 2/5, 1.08, 1.43.
Arab Chief (Moller up) and Lucky Chief,
11m. 41, 1.18, 1.53, 2.27, 3.01 2/5, 3.35 3/5.
Heather King, 11m. 34, 1.06 3/5, 1.42, 2.15 3/5.
Fardas, missed.
Emerald King, 11m. 34, 1.11 3/5, 1.47 1/5, 2.19.
Gold King, 11m. 37 2/5, 1.15, 1.48 3/5, 2.20.
Exchange King, 11m. 36 4/5, 1.11, 1.48 1/5.
Roshem, 11m. 36, 1.10 3/5, 1.44 4/5, 2.10.
Old Boy, 11m. 37, 1.13, 1.45 4/5, 2.22, 2.58 2/5.

SMALL SHIPS' CHALLENGE CUP.

H.M.S. "JANUS" v. H.M.S. "TAMAR"

On the Naval football ground, at Happy
Valley, yesterday afternoon, teams from the
above-mentioned destroyers met in the competi-
tion for the cup. A very one-sided game
was witnessed in the first half, and play was
uninteresting. At half-time the score was 3-1
in favour of the *Janus*. More even play
occurred after re-starting. The *Tamar's* defence
was stronger and they kept away the *Janus* in
many attacks. Result: 1-*Janus* 4; *Tamar* 2.

RUFGY.

A rugby match between the Gun-room
Officers and men from the flagship *Diadem* was
held on the Naval football ground, at Happy
Valley yesterday afternoon. The ground was
not in a good condition, for the turf was quite
slippery. After a good match the officers won
by 32 points to three.

ROYAL ENGINEERS "A.B.V. HONGKONG"

HONGKONG LANDS.

ANNUAL SHAREHOLDERS' MEETING.
HACKLERS IN EVIDENCE.

The ordinary annual meeting of shareholders in the Hongkong Land Investment and Agency Co., Ltd., was held at the Company's offices at noon today. The Hon. Mr. C. W. Dickinson presided. The others present were Sir Paul Chater, Messrs. H. P. White, A. Haupt, E. Shellim, (directors), A. Shelton Hooper (secretary), Hon. Mr. Gershon Stewart, Messrs. I. R. Michael, Ho Fook, G. Murray Bain, H. Percy Smith, Hon. Mr. H. E. Pollock, K.C., Messrs. A. Apcar, E. Georg, S. Hancock, T. F. Hough, O. W. May and W. H. Wickham.

The Chairman said:—Gentlemen, I propose with your permission to dispense with the formality of reading the report and accounts, which have now been in your hands for several days. There were in 1905 no acquisitions of new properties, the attention of the Board being devoted to the further development of those already held, and towards this sum a considerable sum has been expended, as you will observe from the increased amount appearing as invested in property. The blocks known as Royal Buildings, King's Buildings, and York Buildings have been completed during the year, the first-named yielding revenue from September, and the other two from October, but in these last there are still a few vacancies to be filled. When this is done and alterations to one other European building completed, our rent roll should be increased by about \$45,000 yearly. It is a matter of regret to your directors that notwithstanding every endeavour it has not been possible to let many of your Chinese properties, such as warehouses representing about \$75,000 annual rental, and in connection with this regrettable experience I can only repeat the statement made to you from this chair at the last annual meeting that it is difficult to reconcile such a state of affairs with the complaint of overcrowding in more central districts. Towards development expenditure money invested on mortgage has been called in to the extent of \$150,000, reducing the revenue from that source, and our indebtedness has likewise been increased for the same purpose entailing the payment of further interest. The sum of \$100,000 appearing at credit represents the profit on sale of property will be completed and an increase in the book value of the Company's holding in shares of the Hongkong Land Reclamation Co., Ltd., which, I may incidentally mention, have recently dealt in, over 50 per cent. above what they now stand at in your books. A slight increase in charges is more than counterbalanced by a reduction in the sum expended on repairs, while the extra amount paid away for fire insurance is explained by the enhanced value of properties. Finally, gentlemen, your directors are sanguine of being able, even though no sales of property be effected, to show in future years results which will admit of the payment of at least an equal dividend to that they propose for 1905, viz. 7 per cent. There are no other points which occur to me to refer to, but any questions you may desire to put bearing upon the statements now before the meeting, I shall be glad to answer to the best of my ability.

Mr. Pollock:—I rise to move some questions, which, I think, should be of interest to the general body of shareholders. Is it the fact that the Hongkong Land Investment Co. was one of the original shareholders in the Hongkong Land Reclamation Co.?

The Chairman:—It is a fact.

Mr. Pollock:—The next question is—If so, to what extent?

The Chairman:—The Land Investment Company from its very origin has held 2,000 shares in the Land Reclamation Company.

Mr. Pollock:—Is it the fact that the property which has been reclaimed by the Hongkong Land Reclamation Co. at Tsim-sha-tui was knocked down to the paid Secretary of the Co., Mr. Augustus Shelton Hooper, at public auction? If so, by whom was he employed to purchase that property?

Mr. Chairman:—The answer is—No.

Mr. Pollock asked to whom it was knocked down.

The Chairman:—I don't know that I can answer that question. This is a meeting of the Land Investment Company.

Mr. Pollock argued that as the directors thought it was advisable to invest to the extent of 2,000 shares, the original shareholders should know to whom that property was knocked down.

The Chairman:—The decision was arrived at by the full Board.

Mr. Pollock:—But I want to know to whom the property was knocked down.

The Chairman:—I haven't the information at hand.

Mr. Pollock:—Mr. Northcote is secretary of the Hongkong Land Reclamation Company, is he not? And he is also assistant secretary of this company?

The Chairman:—He is employed by this company, but not as assistant secretary.

Mr. Pollock:—Was he never assistant secretary?

The Chairman:—He was acting secretary.

Mr. Pollock:—You told us that those shares have appreciated 100 or 200 per cent.

The Chairman:—I mentioned in my remarks that recent transactions in the shares had taken place at over 50 per cent of their value.

Mr. Pollock:—What is the increase in the value of our property after making allowance for the cost of the reclamation?

The Chairman:—The value of the Company's shares?

Mr. Pollock:—Yes.

The Chairman:—The face value of the shares is \$75. They are now standing in the books at \$100. Recent transactions have taken place at 50 per cent. above that.

Mr. Pollock:—Are the managing directors of this company also managing directors of the Hongkong Land Reclamation Co.?

The Chairman:—It is a well known fact that they are.

Mr. Pollock:—I only want to know the fact, is it so, is it true that this company has dis-

posed of any property or rights of reclamation to the Hongkong Land Reclamation Company?

The Chairman:—No. It is not true.

Mr. Pollock: That is to say that the property—

The Chairman:—One lot has been sold by the Land Investment Company.

Mr. Pollock: What lot is that?

The Chairman:—Kowloon Marine Lot number 9.

Mr. Pollock:—And when did that sale take place?

The Chairman:—In 1902.

Mr. Pollock proceeded to ask how the sale was effected.

The Chairman:—I have no personal knowledge of this, not having been a member of the directors at that time.

Mr. Pollock: The managing directors of the Land Reclamation Co. must have made up their minds it was a good thing to buy this property.

The Chairman:—That seems a reasonable conclusion.

Mr. Pollock:—How is the item which appears in the accounts—"Profit on property and on investments, \$100,526," made up?

The Chairman:—I have already explained that in my speech.

Mr. Pollock:—I should like a definite substantial answer, now.

The Chairman:—I will read you my speech (He then read the portion relating to this matter).

Mr. Pollock:—How much have you written up?

The Chairman:—I have already answered that question. I have told you that your shares are \$75 and they have been written up to \$100.

Mr. Pollock:—I don't understand what you mean by "profits on sale of properties," to be completed.

The Chairman:—The properties have been sold, but we have not actually got the money in. It is quite a usual thing to assess one's assets, for which there is a ready market, and that is what has been done in this case, the fact being that the property has been written up to the price at which it has been sold.

Mr. Pollock:—There are gentlemen in this room who know the principles of book-keeping. The next question I have to submit is with regard to the item of \$29,239.20 for managing directors' fees. How is that made up?

The Chairman:—It is made up in accordance with the Articles of Association, with which, I presume, the shareholders are conversant. In accordance with Article 95. I don't think I need read it.

Mr. Pollock:—Yes, read it.

The Chairman read the Article in question.

Mr. Pollock:—Have you taken it at a 34 per cent. basis or a 5 per cent. basis?

The Chairman:—34 per cent. basis.

Mr. Pollock:—I understand you consider it a net profit on which the managing directors are entitled to this percentage, although the money is not actually in hand.

The Chairman:—My idea of net profits is as shown by the statement.

Mr. Pollock:—That is no answer to my question. Have the managing directors charged on the whole \$100,526?

The Chairman:—Yes.

Mr. Pollock:—You have not only included this account, but you have also included in your net profits \$37,875.70 as balance brought forward from last account. Surely that is not net profit.

The Chairman:—You are perfectly correct. Commission is not charged on that.

Mr. Pollock:—I don't see how this \$29,239.20 can possibly be arrived at on the basis of 34 per cent.

The Chairman:—Figure it out.

Mr. Pollock:—Yes, it would be about that. This system of the payment of managing directors is very detrimental to the ordinary body of shareholders of this company. If you refer to the figures of the two previous years you will see that the shareholders received \$12 dividend, instead of \$7. Mr. Pollock also showed that the fees paid to the managing directors were less in former years.

THE HON. MR. G. STEWART.

The Hon. Mr. Gershon Stewart said he felt obliged to speak on this occasion, and he was induced to do so for two reasons. The first was that last year in the management of certain property belonging to this company the police, he understood, had tried their utmost to remedy the existing state of affairs but their powers were not sufficient. There had also been strong protests in the press with the result that special legislation had to be passed. He trusted that in future nobody would ever be able to point the finger of scorn at this company as the proprietors of buildings used for disorderly houses. He most earnestly trusted that the disorderly scenes which formerly took place at these houses would not have again to be referred to at the meetings of the company. His second reason was that he had received from shareholders at Home letters in which they asked questions why the dividend had been reduced from \$12 to \$7. They had, probably looked upon the Hongkong Land Investment Company as a steady-going concern and the reduction had proved a great inconvenience at the present moment. He had been quite at a loss how to reply to the people at Home giving reasons, satisfactory reasons, for a fall of nearly 50 per cent to their dividend. If the Colony was in a sinking condition it could be understood. The rateable value of Hongkong had greatly increased. When the late Mr. Graville Sharp died his property was valued by reliable and competent people at a million dollars; on a later date it appeared that his estate had increased in value to the extent of one or two million dollars. It was now some time ago since the Tsim-sha-tui sale took place. He had a fairly good recollection that Mr. Shelton Hooper attended the public auction. There was a certain amount of competition and Mr. Shelton Hooper acquired the property there. It had seemed a reasonable thing for the Land Company to acquire a substantial site, provided always that the Government was willing

to part with it, where, as anybody could see, railways would radiate all over China. Shareholders naturally asked why the Land Company did not take an interest in that matter, and why this work was not undertaken by this company. For a company of this magnitude to borrow money to pay for this work would have been a small matter. It seemed to him to have been a graceful act and sound policy if an infant company had been inaugurated with 25,000 shares at \$25 each to be given out *pro rata* to the shareholders of this company (hear, hear). Such consideration would have been much valued by the shareholders and would have tended to increase mutual confidence between managers and managed—(hear, hear). He noted with some regret that they had had some dealings with their rival company. He had hoped they would never have had any, because he very much feared that if the interests of that little Jacob of Tsim-sha-tui were pitted against the Esau of Queen's Road this company would not get the best of the bargain. It should be borne in mind that anyone purchasing shares in this company was in the position of a man who bought a property with a flaw in the title. Shareholders had invested in the company knowing that when a certain position had been arrived at they would divide the profits with the managing directors. They trusted that the knowledge and experience of the managers would lead them over all obstacles. He suggested that when a similar situation arose in future it would be better to inaugurate a system of allied or affiliated companies over which they would have some measure of control. At least the shareholders of this company would be in a better position than they were at present. Mr. Pollock had referred to the item of \$29,000 which seemed to have been expended in accordance with the Articles, but that amount did seem odd when the dividend was only \$7. It seemed more curious when they remembered that some of the directors got \$1,000 each, and it occurred to him to ask the question: To whom did this Company belong? Did it belong to the managing directors, with the shareholders as children looking for crumbs from the master's table, or to the managing directors with their highly remunerative offices? He was aware that the chairman was not a director when the deal was formed, but it was one of the questions on which he must expect to be heckled. Divided allegiance could lead nowhere but to disappointment. He protested against officers and managing directors of the company serving other land companies. It was an injustice to the Land Investment Company, and he intended to put his protest on record. He would now move.

The Chairman:—I think you will be in order after I have proposed the adoption of the report and it has been seconded.

Mr. Gershon Stewart:—All right, sir.

The Chairman:—I have ascertained that the property in question was bought on account of Mr. Orange as agent for the Reclamation Company.

Mr. Pollock:—I want to ask a question about the writing up of the 2,000 Shares of the Hongkong Reclamation Company. You have written them up from \$75 to \$100—is that so?

The Chairman:—That is so.

Mr. Michael:—How did you arrive at that figure? You remarked in your speech that they had gone up 50 per cent.

The Chairman:—If you mean to infer that the shares might have been written up to a higher figure, I quite agree with you. But the directors decided that \$100 was a safe and reasonable figure to put them at.

Mr. Michael:—And you charged your commission on them.

The Chairman:—That is natural.

Mr. Michael:—What proportion in profit and value have we got from our unproductive estate, out of the \$6,000,000?

The Chairman:—Do you wish the actual or approximate figures?

Mr. Michael:—The approximate figures will do.

The Chairman:—Half a lakh.

Mr. Michael:—What percentage?

The Chairman:—You can figure it out for yourself.

Mr. Michael:—Less than a half per cent.

The Chairman:—I think we had better get on with the meeting.

Mr. Michael:—I have a suggestion to make.

The Chairman:—I will be pleased to hear it after the motion is put.

No further remarks were forthcoming, and the Chairman said Mr. Stewart, and he thought it might be useful if he indicated how the Reclamation Company came to be formed. That company was formed in April, 1902, almost four years ago. The directors of this company having then in view the then contemplated Praya East Reclamation, which they would all recall—in which the Land Investment Company, by reason of its ownership of some lots in that district would have had a considerable interest—and the necessity that would arise for a large capital outlay, which would be unproductive for many years, the idea was conceived of forming a new and distinct company which would undertake that work, and thus avoid a lock-up of the capital of the Land Investment Company. The project was submitted to the full board, who in the then position of the Company, having regard especially to the extensive programme to which they were already committed, deemed it prudent to place some limit on such prospective outlay, and decided to take an interest of \$200,000 in the new Company. These shares, or shares to that value, were applied for and allotted, and were still held, in that way it was considered that shareholders' interests were very appreciably protected. He was very sorry to gather from the remarks that had been made that the shareholders themselves held a different opinion.

Mr. Pollock:—I think from your statement just made you gave an incorrect answer, unintentionally, to my question—Has this company disposed of any property or rights of reclamation? Your answer would refer to Marine Lot number 49, but from what I can gather now, we have disposed of all our rights to the Land Reclamation Company.

The Chairman:—That is not so. He added that the Praya East Reclamation was afterwards abandoned.

Mr. Pollock:—Have we sold or contemplated selling our rights on the Praya East?

The Chairman:—I say distinctly, No.

Sir Paul Chater:—Never dream of it.

Mr. Pollock:—What was this company formed for?

The Chairman:—I cannot tell.

Mr. Pollock:—I am a shareholder wanting information which I am entitled to have.

The Chairman:—I have given you all the information possible. If you are unable to grasp it, I cannot help it.

Sir Paul Chater, said with reference to the East Point Reclamation this company by virtue of its holding a large number of marine lots was committed, because the reclamation had been passed and was only dependent upon a local dispute between the military and navy.

The Land Company was committed to the reclamation if it came off. That would have meant a large amount of money, and no dividend would have been earned, and this new reclamation at Tsim-sha-tui would not have been carried out. The dividends had been 12 per cent, but at present the dividend was only 7 per cent because the properties were not developed. They were now developing and they would go on paying returns.

After further discussion, the Chairman moved the adoption of the report and accounts.

The motion was unanimously adopted.

Mr. Michael suggested that the property of the Land Investment Company should be valued every second or third year and put on record.

The Chairman:—The suggestion will have the consideration of the board.

Mr. Gershon Stewart moved:—"That the shareholders of this company desire to record their opinion that in future any favourable opportunities for reclamation, or other dealings in property, in respect of which fresh capital is required, ought to be offered in the first instance by the managing directors to the shareholders of this company; and that no property or rights of the company ought to be sold to the Hongkong Land Reclamation Co."

Mr. Pollock seconded.

The Chairman:—I disagreed with the amendment resolution because the Hongkong Reclamation Company might give them a very good opportunity, and they should not commit themselves.

The amendment was put to the vote, when 2 voted for it and 1 against it.

The substantive motion was put, and there were 2 against and 8 in favour of it.

The motion was therefore carried.

Mr. Pollock moved:—"That the shareholders of this company do protest against any of their directors and officers serving any land company which competes in business with this company in any respect whatsoever."

Mr. Gershon Stewart seconded.

The Chairman:—If this resolution were adopted it would very seriously affect your commission account.

Mr. Stewart:—We will risk that.

The Chairman:—I think it is only my duty to mention the fact.

The resolution was lost by 12 votes to 3.

Messrs. A. N. Siebs and H. P. White were elected directors on the motion of Mr. Percy Smith, seconded by Mr. Gershon Stewart.

Messrs. T. Arnold and C. W. May were re-appointed auditors on the motion of Mr. Sayer, seconded by Mr. Percy Smith.

The meeting then ended.

A QUESTION OF PARTNERSHIP.

In Summary Jurisdiction this morning before His Honor Mr. A. G. W. J. P. Judge, the Fung Cheng Wing Chong brought an action against the Tse Tung Kwong firm for the recovery of \$356.56 for rice supplied to coolies employed at the Naval Yard Extension Works and at Yau-mai.

Mr. E. P. Beit, of Messrs. Brutton, Heit and Goldring, represented the plaintiffs, and Mr. R. Harding appeared for the defendants.

The case was adjourned until Monday to enable a witness, who is supposed to be suffering from beriberi, to attend.

To-day's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 24th day of February, 1906, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1905.

By Order of the Court of Directors,
J. R. V. SMITH,
Chief Manager.

Hongkong, 1st February, 1906. [18r]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from SATURDAY, the 10th, to the 24th day of February (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. V. SMITH,
Chief Manager.

Hongkong, 1st February, 1906. [18s]

NOTICE.

THE Partnership existing between Mr. E. S. JOSEPH and Mr. A. W. WHITLOW, under the firm name of JOSEPH and WHITLOW, Share Brokers, has this day been DISSOLVED by mutual consent.

All forward business will be attended to by Mr. E. S. JOSEPH.

Hongkong, 1st February, 1906. [17r]

NOTICE.

WE have authorized Mr. ERNST ARNDT to SIGN our Firm's PROSECUTION, ARNHOLD, KARBURG & Co.

Hongkong, 31st January, 1906. [17s]

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head Quarter Office, Fletcher Street, until 12 o'clock Noon, on FRIDAY, 10th February, 1906, for the undermentioned SUPPLIES and SERVICES, for the period of twelve months from 1st April, 1906:—

1. Meat.
2. Hospital Supplies and Medical Comforts.
3. General Supplies and Provisions.
4. Oil, Wick, and Barmes Supplies.
5. Coal, Coke, Wood and Charcoal.
6. Barrack Services and Servicing.
7. Washing.
8. Transport Services, Supply of Launches, Junk, Cattle, &c.
9. Forage.

Forms of Tender and any particulars can be obtained on application to this Office, personally or by letter, addressed to the Officer Commanding Army Service Corps, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up and signed, and dated, and no Tender will be noticed unless delivered upon the proper form at the Head Quarter Office by 12 o'clock Noon on the above date, in a closed envelope, marked "Tender" on the outside.

The right to reject any or all Tenders is reserved.

Head Quarter Office,
Hongkong, 1st February, 1906. [18s]

To-day's Advertisements.

HONGKONG CORINTHIAN YACHT CLUB.

A CLUB CRUISE will take place on SUNDAY, February 4th.

For the convenience of Non-boat Owning Members a launch will leave the Club House off Ah King's slipway at 11 A.M.

Sandwiches and Refreshments can be obtained on board.

J. J. STUBBINGS,
Hon. Secretary.

Hongkong, 1st February, 1906. [18s]

A YOUNG LADY wishing to return to ENGLAND desires engagement as COMPANION, or to take charge of Children in consideration of passage.

Apply to—
"B,"
C/o Hongkong Telegraph.

Hongkong, 1st February, 1906. [18r]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship "ZIETEN."

Capt. von Bizer, will leave for the above places, TO-MORROW, the 2nd instant, at 6 A.M.

For further Particulars, apply to NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 1st February, 1906. [2]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship "ZIETEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded under notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after TUESDAY, the 6th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 6th of February, at 9.30 A.M.

All Claims must reach us before the 12th of February, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 1st February, 1906. [3]

To-day's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 24th day of February, 1906, at Noon, for the purpose of receiving

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	5th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	13th "
GLASGOW and LIVERPOOL	"LAERTES"	20th "
GLASGOW and LIVERPOOL	"YANGTSE"	27th "
GLASGOW and LIVERPOOL	"DIOMED"	27th "
GLASGOW and LIVERPOOL	"ACAMENON"	6th March.
GLASGOW and LIVERPOOL	"TEENKAI"	13th "
GLASGOW and LIVERPOOL	"MACHAON"	20th "
GLASGOW and LIVERPOOL	"KEEMUN"	27th "
GLASGOW and LIVERPOOL	"KINTUCK"	28th "

The S.S. "Peleus" left Singapore on the evening of 30th ult., and is due here on the 5th inst.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"PATROCLOS"	13th February.
GENOA, MARSEILLES & L'POOL	"SAINT BEBE"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	13th March.
GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ALCINOUS"	27th "
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	27th "
GENOA, MARSEILLES & L'POOL	"ACAMENON"	10th April.
AMSTERDAM, LONDON & ANTWERP	"TEENKAI"	24th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	24th February.
	"KEEMUN"	24th March.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	5th February.
	"OANFA"	1st March.

The S.S. "Pingsuey" leaves Moji today, and is due here on the 5th February.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st February, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, SYDNEY and MELBOURNE	"TAIYUAN"	3rd February.
SHANGHAI	"PAKHOI"	3rd "
CEBU and ILOILO	"KAIFONG"	5th "
MANILA	"TAMING"	6th "
YOKOHAMA and KOBE	"TSINAN"	8th "

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.Taking Cargo and Passengers at through rates for all New Zealand and other Australian
Ports.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st February, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon, amldships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHL	1540	R. Almond	MANILA	SATURDAY, 3rd Feb., at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 10th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 27th January, 1906.

HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

TWIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEE.
Consultation Free.
Hongkong, 23rd July, 1904.

Dr. M. H. CHAUN.
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY.
37, DES VEAUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 12nd July, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.,
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3, Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents, Return, 60 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

Tons	Captain
"KWONG CHOW" 1,309	T. R. MEAD.
"KWONG TUNG" 1,338	H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey 14
Meals 11 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"YUENSANG"	SATURDAY, 3rd Feb., Noon.
SHANGHAI VIA NINGPO	"WINGSANG"	SATURDAY, 3rd Feb., 3 P.M.
SHANGHAI	"HOONSANG"	SUNDAY, 4th Feb., Daylight.
SHANGHAI	"KOONSHING"	MONDAY, 5th Feb., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	TUESDAY, 13th Feb., 3 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 1st February, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND &
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Meisenbin	Early in February.
"ARAGONIA"	5,198	Ernst	March 1st.
"NICOMEDIA"	4,370	Wagemann	March 23rd.
"NUMANTIA"	4,370	Feldmann	April 8th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

COMPAGNIE DES MESSAGERIES
MARITIMES.PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND
YOKOHAMA.THE Company's Steamship
"TOURANE."
Captain Girard, will be despatched as above,
on or about MONDAY, the 5th February.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 29th January, 1906.

COMPAGNIE DES MESSAGERIES
MARITIMES.FOR
MARSEILLES, HAVRE, ANTWERP
(DIRECT).
Taking Cargo to LONDON with prompt trans-
shipment at Marseilles.Calling at MANILA, SAIGON, SINGAPORE and
COLOMBO.THE Company's Steamship
"KOUANG-SI."
Captain Barillon, will be despatched as above,
on or about the 12th February, 1906.This Steamer has Accommodation for Pass-
engers and carries a duly qualified Doctor.
For information as to Passage and Freight,
apply toG. DE CHAMPEAUX,
Agent.Queen's Building,
Hongkong, 29th January, 1906. (185)—K

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
via
MOJI, KORE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
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Hyades 3,753 J. Alwen 13th Feb.
Trimont 4,606 T. W. Garlick 20th Feb.
Lynn 4,417 G. V. Williams
Shawmut 5,606 E. V. Roberts

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. *Shawmut* and *Trimont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensure steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.For further information, apply to
DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 1st February, 1906. (12)REGULAR STEAMSHIP SERVICE
TO NEW YORK.via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
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"ST. GEORGE" 19th February.

"SHIMOSA" 10th follow.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 27th January, 1906.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship
"GREGORY APCAR."
Captain J. G. Olcott, will be despatched for the
above Ports, on TUESDAY, the 6th February,
at 3 P.M.For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 30th January, 1906. (167)FOR SINGAPORE, PENANG, COLOMBO,
PORT SAID AND NAPLES.(If sufficient inducement offered).
THE Steamship
"RHENANIA."
Captain Förck, will be despatched for the above
Ports, on or about the 10th February.The Steamer has splendid accommodation
for Passengers and carries a duly qualified
Doctor and Stewards.HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 12th January, 1906. (118)"GLEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.THE Steamship
"GLENSTRAE."
Captain J. McGilvray, will be despatched as
above, on or about THURSDAY, the 22nd
February, 1906.For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Hongkong, 30th January, 1906. (171)EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)THE Steamship
"EASTERN."
Captain Powell, will be despatched for the
above Ports, on SATURDAY, the 3rd March,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 31st January, 1906. (177)

Consignees.

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.FROM LEITH, MIDDLESBOROUGH
AND LONDON.THE Steamship
"DENBIGHSHIRE."
Captain W. A. Evans, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 6th February will be sub-
ject to rent.All broken, chafed and damaged Goods are to
be left in the Godown, where they will be
examined on the 6th February, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 31st January, 1906. (176)

FROM HAMBURG, BREMEN, ROTTER-
DAM, PENANG AND SINGAPORE.THE H. A. L. Steamship
"SCANDIA."
Captain v. Döhren, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 6th February, 1906, will
be subject to rent.All broken, chafed and damaged Goods are to
be left in the Godown, where they will be
examined on the 6th February, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 31st January, 1906. (175)BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship
"ZAIDA"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. TO-DAY (SATURDAY),
the 27th instant, will be landed at Consignees'
risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 27th January, 1906. (164)

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"DELHI."
FROM LONDON, BOMBAY, COLOMBO
AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo—
From London, &c., ex S.S. *Moldavia* and
Sonali.From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co's Steamers.Optional Goods will be landed here unless
instructions are given to the contrary, before
2 P.M. TO-DAY.Goods not cleared by the 31st instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 25th January, 1906. (4)

Intimations.



Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNEWILTS & England.

REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. (63)

THE FAMOUS
MAB DWARF RAZOR,

A SHARP LITTLE SHAVER



WEIGHT LESS THAN 1 OUNCE.

THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAB" is the finest shaving implement
ever produced.Will be mailed to any address on receipt of
the price (£3), post free.To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.Sole Agents for Far East, HOWARD & Co.,
29, Des Vaux Road, Central, Hongkong.
Agents wanted in every port.For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904. (66)

AN APPAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
the will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars mended on old ones.Ladies' and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superiores will also be most grateful
for any PARVO or old ENVELOPES to

MIGRATING TO DUTCH WATERS.

WHY THEY ARE GOING.

THE WHITE MAN.

PEARLS.

Shipping:

Arrivals.

Departures:

Passengers arrived.

Passengers departed

Shipping Report

Yachts in Port

Yachts in Port

BOOK RETURNS

SHANGHAI.

Nonlinear Effects

Nonlinear Effects

Post Office.

[illegible]

